

CONTACT

MAGAZINE FOR AND ABOUT MEMBERS OF THE 349TH AIR MOBILITY WING
TRAVIS AIR FORCE BASE, CALIFORNIA

VOL. 17, No. 6

JUNE/JULY 1999

Aeromed folks transport patients from Alaska

See story, pg. 6

COMMANDER'S CORNER

by Col. Gerald A. Black
349th AMW Commander

Much has been written about readiness these days, in military publications at all levels, as well as in the civilian press, and most of it is negative. With falling retention rates, increased operations tempo, aging aircraft, not to mention the Kosovo operations, the ability of the military to perform its mission is questioned daily.

The Air Force is certainly aware of these concerns. While the chief of staff, among others, has declared we can perform our mission and our senior leadership is working diligently with Congress to resolve problems that will affect us in the future, the fact that these issues are being addressed publicly—and often—signals their firm desire to create solutions now to avoid problems down the road.

This wing has been busy for the past nine years since the Gulf War. Most of you have had personal experience with deployments of one type or another. But for those of you who haven't, the trick is to get the paperwork done now, before the crisis hits. By paperwork, I mean first of all emergency data information. If your Form 93 still consists

of that ancient dog-eared card you filled out years ago, it's time to spend a few minutes with the good folks in Customer Service who will be delighted to update and computerize your information. What about your will? Our legal staff and the Family Readiness office help Reserve families prepare for deployment or family separation.

Speaking of families, have you discussed deployment plans at home recently? Does your family know what to do if you have to leave suddenly? And what about your job; does your boss, supervisor, or colleagues really understand that you may have to take off work involuntarily, and what your absence will mean to the business?

These are nagging little questions, I know, but I cannot presume, in these chaotic times, that everyone truly has their affairs in order. No one wants to think about deployment, but thorough preparation is vital to the success of our wing. As Reservists, that is the essence of our mission; willing, able, and most important, always ready to go. ✈

COMMAND CHIEF MASTER SERGEANT'S CORNER

by Chief Master Sgt. Anthony L. Maddux
349th AMW Command Chief Master Sergeant

We must never forget that our people are our most valuable resource. One of the most important tasks each supervisor must support is developing their subordinates.

In order to help them be effective Air Force members, we need to understand how to effectively lead, motivate and counsel them. We have the duty as one of today's leaders in developing our subordinates into tomorrow's leaders.

As members of the armed forces, all enlisted members are sworn to support and defend the constitution of the United States and to carry out the orders of their superiors. As enlisted leaders, we also have the authority necessary to exercise leadership corresponding to our grade and assigned responsibility. We exercise this by effectively employing people, material, equipment, and other resources under our control.

We also uphold Air Force policies, traditions and standards. This authority is established by virtue of our rank and allows the person in that position to direct policy downward. However, we also represent the Air Force by

our integrity, loyalty, dedication, and devotion to duty and leadership. This is how we actually earn the respect of our people.

People will follow you in the most difficult of situations when you have earned this type of respect. These successful enlisted leaders are always assisting their people in developing the necessary skills to become future leaders.

They are committed to human resource development because it is an important responsibility and duty as a leader. They get involved with their people by teaching them about delegation, problem solving, goal setting, and feedback. This allows our people a chance to grow and learn about new jobs and added responsibilities.

It also makes them more productive and committed to our missions. We must support and also communicate our unit's part of the mission to our people as these missions come down from higher headquarters.

We must tell them exactly what must be done and how well it must be done. As enlisted leaders, one of our most important contributions is setting standards which will meet the needs of the mission as well as the needs of our people. ✈

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**349TH AIR MOBILITY WING
OFFICE OF PUBLIC AFFAIRS
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Office hours: Monday through Friday and UTAs,
7:30 a.m. - 4:30 p.m.

Office Phone: (707) 424-3936 Fax: (707) 424-1672

COMMANDER:

Col. Gerald A. Black

CHIEF, PUBLIC AFFAIRS:

Capt. Tania L. Daniels

DEPUTY CHIEF:

Mr. Ronald C. Lake

PUBLIC AFFAIRS ASSISTANT:

Staff Sgt. Patti Holloway

PUBLIC AFFAIRS OFFICERS:

Maj. Anne F. Macdonald

2nd Lt. Dawn J. Young

PUBLIC AFFAIRS NCOIC:

Senior Master Sgt. Ronald C. Lake

CONTACT STAFF WRITERS:

Technical Sgt. Marvin Meek

Staff Sgt. Robin M. Jackson

EDITOR:

Staff Sgt. Shayne Sewell

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(UPPER RIGHT PHOTO): STAFF SGT. EDDIE JOHNSON INSTRUCTS STAFF SGT. THOMAS DEWITT ON PRE-FLIGHTING THE IMPACT PORTABLE SUCTION UNIT. (CENTER PHOTO): THE AIRBORNE LIFE SUPPORT SYSTEM INFANT TRANSPORT INCUBATOR. (BOTTOM LEFT PHOTO): STAFF SGT. RENE STEINHAUER SETS UP AND PRE-FLIGHTS PATIENT OXYGEN LINE.

PHOTOS BY TECHNICAL SGT. MARVIN MEEK

Reservist leaves behind lessons learned

by Senior Master Sgt. Cindy Jackson
349th Aeromedical Staging Squadron

I have made the decision to retire. It is not because I fear taking the Anthrax shot, or being mobilized. I am going out for the same reason I came in—because God told me to. This wing will continue to operate without me, like a rushing river minus one rock at the bottom. I have made many friends and a few enemies during my 25-year career. I have “seen the world,” in more ways than one. In all exercises, inspections, and even a war, I have noticed someone always has to write a summary of “Lessons Learned” to send up the chain. In this way, we progress; we do more and better with less and less. So I have some “Lessons Learned” to leave behind in case someone can improve his or her own process by heeding them.

Lesson 1: Be respectful of everyone, high or low-ranking. I have seen airmen become lieutenants, senior master sergeants become majors, lieutenants become colonels, and captains become generals. Wherever one is on the ladder, it is wise not to step on fingers or toes if one can help it.

Lesson 2: Don't hold back resources that only you know you have. Some of the most enriching moments of my career have been while sharing the gifts God has given me. I have sung for Wing Prayer Luncheons, Maj. Gen. Mortenson's memorial service, and a Wing Change of Command ceremony. I have had an essay published in this magazine from a Freedom Foundation Contest I entered and won. I had my picture on the Contact's cover with Col. Anna McHargue, when she was named the first female O-6 flight surgeon in the Air Force.

Many years later, I helped write a draft of her recommendation for Flight Surgeon of the Year. I have prayed alone with another woman reservist in a restroom, and I have prayed at the Medical Group's and Air Evacuation Squadron's Change of Command ceremonies. None of these experiences were required in any of my three AFSCs.

Lesson 3: Take advantage of every opportunity to learn when the military offers it to you. I had a college degree when I enlisted. But the things I have learned in my career progression have given me life skills that have changed who I was—(a person who had to have her husband help her decide when to wash her hair!)—to the person I am now—(the NCOIC that led a group of 35 to Ecuador for a Humanitarian Mission with a Joint Task Force of other services from other parts of our country.)

Lesson 4: Never be discouraged that you didn't get a

job to which you aspired. Once upon a time, when I was a technical sergeant, I wanted to be a first sergeant. I had taken the Career Development Course, done all the elements of the job, and had served that squadron, (one of four), for several years. One year ago, when my present rank designated me the first sergeant at Consolidated Medical Readiness Training in Texas, I was very glad I never had been granted my wish on a permanent basis!

Lesson 5: (An oldie, but a goodie!) The only constant in life is change. I have been involved in the changing of organizations, designated names and numbers, building locations and renovations, different fitness testing administrations and “good old boy” philosophies being replaced with sophisticated equal opportunity processes.

I have watched the manning strength of the 349th Wing go from about 1,500 to more than 5,000, and down again. I have watched the “Old Guard” (of which I have become a member) leave. And I have seen people who are younger than my children, (one of which I carried while in the Reserve), just beginning. Sometimes we wish change didn't happen so fast, or sometimes without being thought out a little better. But we can't stop the freight train; we might as well get on board.

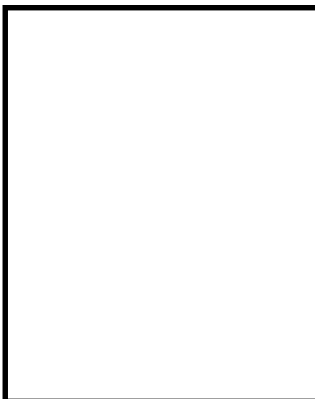
Lesson 6: Perseverance pays! In the days when avoiding serving active duty in Vietnam meant serving as an active reservist, participation was mandatory. Those who did not fulfill their commitment were called back to active duty. At that time, there was a staff sergeant who thought he did not need to fulfill his commitment to participate with the Reserve. He had the nerve to tell me it wasn't worth my time or that of the Air Force to try to make him keep his word. Eight months and several inches of documentation later, he was recalled to the active duty Air Force as an airman in Minot, North Dakota—just before Desert Storm hit! Which leads me to the next lesson.

Lesson 7: Don't mess with a colonel, a chief, or a lowly clerk! They have ways of making you pay!

Lesson 8: The people of the 349th Air Mobility Wing are a dedicated, dynamic force for our country's defense and welfare. They are tough, rising to the challenge of more and more requirements and sacrifice. They are a caring people who contribute to each other, and the betterment of the lives of people around the world. Their positive impact is felt everywhere they go—which is everywhere!

Lesson 9: Appreciate those with whom you have conflict. Those are the ones who drove me to change and growth, and in the end, to promotion.

Lesson 10: Cherish the ones who offer you friendship, caring and a shoulder to cry on when things get rough. I do! ✈



Senior Master Sgt. Cynthia G. Jackson

photo by Staff Sgt. Shayne Sewell

70th ARS supports Kosovo operations

by Capt. Tania Daniels

For members of the 70th Air Refueling Squadron, the images of bombs exploding in Kosovo are more than just pictures on a television screen, they were real world events, witnessed first hand. "Seeing the bombs impacting gave me chills," recalled MSgt. Trish, a 70th ARS flight engineer [last names of the squadron members will not be used in this account at the request of the individuals for security reasons].

Crews from the 70th ARS, which flies the KC-10 Extender, have been deployed to Rhein-Main Air Base, Germany, on a two-week rotational basis, since May, to provide aerial refueling to the myriad aircraft that have been involved in Operation Allied Force over the skies of Kosovo. "We were asked to support Operation Allied Force, on a volunteer basis, when we got back from the desert supporting Operation Southern Watch," explained Lt. Col. Jim, a 70th ARS pilot. "Six days later, there were 70th ARS crews on their way to Germany."

"We flew every other day while we were over there," said Capt. Jeff, also a 70th ARS pilot, who just returned from the theater. "We refueled all the aircraft in theater to include Dutch F-16s, Portuguese fighters, British Tornados and French Mirages. But this was nothing new since we have recent experience in refueling foreign aircraft from Operation Southern Watch."

"We might be refueling myriad aircraft on just one mission," Lt. Col. Jim commented. "Plus, we were operating in orbit areas that were very fluid in that the mission could change a couple of times while we were in the air. Also, the weather in the Balkan area was a challenge. It varied so much that it would often close different refueling tracks at different times. It wasn't uncommon for us to go to five different refueling tracks in one evening, when ideally you want to stay on just one track. Switching tracks like this raised the dangers of running into other aircraft in the region which caused us to have a very heightened sense of alert while flying."

"One of the unique things about our missions over there," recalled Lt. Col. Jim, "was that we were logging combat time because our refueling tracks took us within range of the Serb missile sites. This is the first time for most of us, at least since the Gulf War, that we have logged combat time. Plus, since we were one of the few aircraft

over there without an ejection seat, we were very aware that we were working within altitudes that made us very vulnerable."

The KC-10 with its refueling versatility was a definite air refueling asset to the region and contributed greatly to the success of the air campaign. "The KC-10 can refuel either a boom-equipped aircraft or an aircraft with a drogue (basket with a hose)," explained SMSgt. Celeste, a 70th ARS boom operator. "We can change from boom to drogue while in flight, unlike the KC-135 which has to attach the drogue while on the ground and thus is limited to refueling either one type of aircraft or the other while on a mission."

The types of missions flown by the KC-10 crews varied on any given day. "Our days were usually 12-16 hours long," said Capt. Jeff. "We would refuel anywhere from four to twenty aircraft in a single mission. These missions might require us to refuel a bombing strike package, combat air control aircraft or our KC-10 might act as the backup tanker for other tankers in the area."

These missions, however, were not just routine due to the intensity of the aerial refueling but also due to the proximity to the action. "I've never been in an area where I was close enough to see the bombs go off once they hit," said MSgt. Trish. "It's intense because we're close and within range of the missiles. Plus, there were so many aircraft in the air

at any one time that we had to really work to avoid each other."

When asked about their personal thoughts concerning their involvement in Operation Allied Force, the sentiments were strong. "You see the refugees on television and you want to help out," commented Lt. Col. Jim.

"There is a lot of honor in being part of a humanitarian campaign," observed SMSgt. Celeste. "Plus, I think we all feel really good about being able to alleviate some of the flying load from the active duty."

MSgt. Trish added, "this operation has helped us, Reserve and active duty, to fully appreciate each other. Plus, we were a great care package shuttle to the 60th AMW folks who are deployed overseas at Rhein-Main Air Base."

"The 70th ARS was one of the only Reserve units, in theater, who were there on a volunteer basis," explained Lt. Col. Jim. "I am incredibly impressed that this squadron would do this, especially after just returning from the desert. We also really appreciate our employers and families. We know that over the past few months we have been asking of them and our families more than is fair, yet they're cooperating with us 100 percent." ➔

Aeromed transports with patience

By Maj. Anne Macdonald and
Technical Sgt. Marvin Meek

Two women sporting wind-chaffed cheeks and grimaces of fatigue lumbered up the rear ramp of the C-141 carrying a strange-looking domed contraption. It looked heavy so we approached them. We were about to offer assistance when we saw the two tiny blue eyes looking at us from inside the dome.

This time the eyes belonged to a baby doll, but at 6 a.m., in the cavity of the dimly-lit C-141, it looked like the real thing. The contraption surrounding the doll was an incubator and it was being carried by two nurses from the 349th Aeromedical Evacuation Squadron. It is a Friday morning in May and the 349th AES is flying one of its scheduled aeromedical airlift support missions.

The squadron is one of three west coast Air Force Reserve Command organizations responsible for aeromedical evacuation services for the pacific rim (Hawaii, Japan, Korea, Guam and Alaska). The Air Force Reserve and Air National Guard perform approximately 95 percent of all the strategic aeromedical evacuation missions flown by the Air Force. The 349th AES place in the rotation is every weekend in February, May and November. This particular mission began at Travis AFB, Calif., and included stops for patient pick-up and delivery at McChord AFB, Wash.; Eielson AFB, Alaska; and Elmendorf AFB, Alaska.

The crew returned to Travis the next day. It is a short mission, but it provides a great training opportunity for the squadron's 242 nurses and aeromedical evacuation technicians. "The type of patients we care for range from newborns (in incubators) to cardiac and post-traumatic injury patients," said Lt. Col. Deborah Aspling, 349th AES commander, who also rotated as medical crew director with Capt. Andrea Stonier, on this particular mission.

A typical 349th AES flight crew consists of a medical crew director, a flight nurse, and three aeromedical evacuation technicians. The crew's collective aeromedical skills include, but are not limited to, trauma training, medical equipment transport and altitude physiology.

Just like the aircraft's flight crew members, the medical crew members must stay current in their training to fly these real-life medivac missions. Since the 349th Air Mobility Wing stopped flying the C-141 in 1997, the 349th AES has had to coordinate aircraft support with other air mobility wings that fly the C-141. Scheduling training has become increasingly

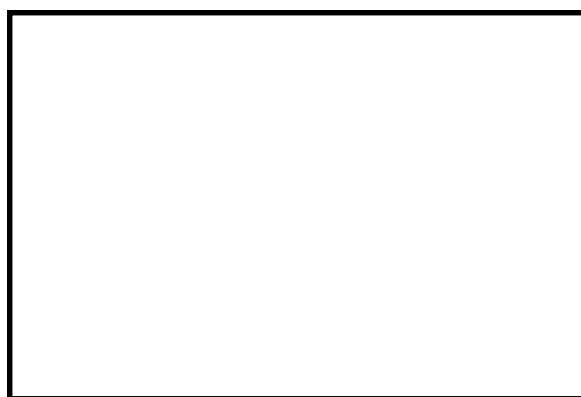
difficult because of limited aircraft availability, which makes staying current even more of a challenge for squadron members. Although the 349th AES supports the C-141 med-evac mission, several squadron members are also qualified on other aeromedical evacuation aircraft, such as the C-9 Nightingale or the C-130 Hercules. For this mission, the squadron is flying with the 452nd AMW from March Air Reserve Base, Calif.

"We take a great deal of pride in how we work with the flight crews. We try to create a seamless integration between our aeromedical crews and the aircraft's flight crew," said Lt. Col. Aspling. We'll help with the Space A passengers or load pallets. Whatever it takes, we're prepared to do it."

Even on routine missions such as this one, the 349th AES' pace is well-choreographed chaos. Crewmembers bump and nudge each other in the cramped patient care area located in the rear of the C-141 while they configure the plane to accommodate new patients. Litter teams move decisively up and down the ramp, transporting patients on and off the aircraft. Medical staff from the host base boards the aircraft to exchange patient information with the AES flight nurses.

This was a good mission to practice routine tasks associated with the AES mission. But if this were a combat situation, AES crew members would have quickly configured the aircraft, entered the battlefield, transported the sick and the wounded via litters to the aircraft and immediately begin caring for the patients to ensure that they stayed alive during the flight.

"You never know what to expect once you land, so you have to be ready for anything," said Technical Sgt. Michael Frazer, 349th AES aeromedical evacuation technician, as he went over technical procedures with Staff Sgt. Thomas Dewitt, an AET student. "But that's also what I enjoy about this job."



Lt. Col. Deborah Aspling and Capt. Andrea Stonier preflight the Airborne Life Support System Infant Transport Incubator.

photo by Technical Sgt. Marvin Meek

FLIGHT NURSES
LT. COL. DEBORAH ASPLING
CAPT. THOMAS CARNEY
CAPT. ANDREA STONIER
MEDICAL SERVICES OFFICER
CAPT. LARRY RODRIGUEZ
AEROMEDICAL EVACUATION TECHNICIANS
TECH. SGT. MICHAEL FRAZER
TECH. SGT. DAVID A. MILLER
TECH. SGT. JAMES MORGAN
STAFF SGT. EDDIE JOHNSON
STAFF SGT. THOMAS DEWITT
STAFF SGT. RENE STEINHAUER

Operations Group makes the grade

By Capt Tania L. Daniels

During the last few months members of the Operations Groups of the 349th and 60th Air Mobility Wings have been going to school and the report card they just received on their efforts was outstanding.

The groups just finished their Aircrew Standardization Evaluation Visit which is held every other year. During this visit, inspectors from 15th Air Force, located at Travis, looked at standardization evaluation and training programs run by the groups as well as tested aircrew members on their job skills and knowledge. They were especially interested in the way that the squadrons train and evaluate their members and whether or not the aircrew members' activities were in compliance with all regulations.

This inspection, however, was not just about paperwork and "how" the job gets done by the operations side. It also was "hands-on," results oriented. During the validation phase, the ASEV inspectors tested 95 percent of all aircrew members on their knowledge of the C-5 and KC-10 aircraft, its systems and their job skills through written tests. The average grade was an incredible 99.5 percent.

Another important part of the validation phase was the flying portion. Inspectors tested aircrew through check rides which are flying evaluations. In the 349th AMW there were 156 check rides given with 11 of these being assessed as exceptionally qualified and only two that did not meet standards.

Even before the two week base visit which evaluates local training and programs, the ASEV evaluators spent an

additional 75 day period evaluating aircrews on real world missions throughout the world.

One of the positive results of the ASEV is a wealth of new information to pass on to other units in the Air Force. As the inspectors looked at programs and training, they were keeping an eye out for outstanding programs and processes which can be benchmarked and shared with the rest of the Air Force.

Top performers were also acknowledged during the inspection. Within the 349th AMW, Maj. Randy Sutkus, 349th Operations Group, was picked as an outstanding performer as the program manager for Operations Group Training administration. Master Sgt. Dave Lafferty, 301st Airlift Squadron, was picked as an outstanding performer for the Standardization Evaluation Loadmaster Program. And Ms. Marsha Horton, 349th Aeromedical Evacuation Squadron, was picked as an outstanding performer for her management of the 349th AES operations program.

The leadership of both wings was impressed by the hard work and outstanding results. "I continue to be impressed by all those involved in this inspection," said Col. Gerald Black, 349th Air Mobility Wing commander, "especially in light of all that is going on in the world today. It is their standard great job that other units should emulate."

Although grades were not given, the words that were passed on by the ASEV team reflected the superior performance by the operations personnel. According to ASEV team members, "Travis received the most outstanding they've given, the most benchmarks," commented Brig. Gen. Steve Roser, 60th Air Mobility Wing commander. "We absolutely blew them away on how well we did. We really did outstanding!" ✈

Two security policemen save a life

By Staff Sgt. Shayne Sewell

Staff Sgt. Neil Cervenka and Senior Airman Chris Gillespie, 349th Security Police Squadron, received the Air Force Commendation Medal for saving the life of 7-year-old Zachary Cariglio who was being mauled by two large Rottweilers in base housing in February.

One of the dogs weighing more than 100 pounds ripped through Zachary's winter coat to leave puncture wounds that penetrated to the bone. Zachary underwent surgery at David Grant Medical Center Feb. 7 and again Feb. 11 to repair the damage to his upper right arm.

Julie Cariglio, Zachary's mother said, "I just couldn't imagine if the police hadn't been there."



Cervenka tackled the large male dog off Zachary while Gillespie took the other dog to the ground. Cervenka yelled to Gillespie to douse the dogs with pepper spray. "The dog shook it off in a couple of seconds and came back again," said Cervenka.

Senior Airman Phillip Thomas, 60th SFS arrived to the scene and saw one of the dogs almost bite Cervenka four times. He joined in the brawl, grasping the dog by the throat and lifting its front paws off the ground and waited for the fire department to hog-tie the dogs. They were put in quarantine. ✈

(Additional information provided by Stephen Pierce of the Tailwind)

Stop-Loss affects reservists

An Air Force-wide Stop-Loss went into effect June 15, temporarily keeping active-duty people, unit reservists and individual mobilization augmentees in critical career fields from moving to inactive status.

Acting Secretary of the Air Force Whit Peters and Air Force Chief of Staff Gen. Michael E. Ryan announced their decision to implement the program May 26. They emphasized that they plan to keep disruption of lives of Air Force men and women to a minimum.

The driving force behind the decision was the air campaign in the Balkans.

In Air Force Reserve Command, the Stop-Loss temporarily blocks changes of reservists' status that would allow them to leave units or programs at risk for call-up. The Stop-Loss affects the following:

- * Expiration term of service;
- * Mandatory separation date, including age 60;
- * Reassignment to a lower category of availability;
- * Assignment to the Retired Reserve, awaiting pay at age 60;
- * Assignment to retired status at age 60; and
- * All separations before expiration term of service, that is for the

convenience of the member.

Reserve personnel officials said loss or reassignment actions projected on or after June 15 will be canceled and rescheduled after the Stop-Loss ends. Reservists affected by the Stop-Loss will receive written notice of their status from their unit commander or the Air Reserve Personnel Center in Denver.

The Air Force has identified 23 percent of the Air Force specialty codes as critical skills needed to perform the mission. The Reserve has reservists serving in most but not all of the AFSCs identified for Stop-Loss.

Qualified Reserve B-52, C-5, C-17, C-141, F-16, HC-130, HH-60, KC-10, KC-135, MC-130, O/A-10 and WC-130 pilots (11XX) and applicable navigators (12XX) are subject to Stop-Loss. Other affected officer AFSCs are air battle managers (13BX), air traffic control (13MX), intelligence (14NX), weather (15WX), aircraft maintenance-munitions (21AX), logistics plans (21GX), logisticians – only lieutenant colonels with core AFSC of 21AX or 21GX (21LX), communications and information (33SX), and Air Force Office of Special Investigations (71SX).

Affected enlisted AFSCs are: (1A1XX), flight engineer, (1A2XX) loadmaster, (1A0XX) in-flight refueling, (1A000) chief enlisted management systems, (1A5XX) airborne missions systems, (1A500) chief enlisted manager airborne missions systems, (1CXXX) command control systems operations, (1N0X1) intelligence applications, (1N000) chief enlisted manager intelligence applications, (1N1X1) imagery analysis, (1N2X1) signals intelligence production, (1N200) chief enlisted manager signals intelligence production, (1N3X0) cryptological linguist, (1N3X3A, 1N3X3D, 1N3X3E,

1N3X3K, 1N3X3L and 1N3X3M) Slavic crypto linguist, (1N4X1), signals intelligence analysis, (1N5X1) electronic signals intelligence exploitation, (1N500), chief enlisted manager electronic signals intelligence, (1N6X1) electronic systems security assessment, (1N600) chief enlisted manager electronic systems security, (1T0X1) survival, evasion, resistance, and escape training, (1T1X1) life support, (1T100) chief enlisted manager life support, (1T2X1) pararescue, (1T200) chief enlisted manager pararescue, (1W0X1A), weather, (1W000) chief enlisted manager weather, (1W0X1A) forecaster, (2A0X1) avionics test station and components, (2A1X1) avionics sensors maintenance, (2A1X2) avionics guidance and control systems, (2A1X3) communications and navigation systems, (2A1X4) airborne surveillance radar systems, (2A1X7 and X2A1X7) electronic warfare systems, (2A3X3) tactical aircraft maintenance, (2A4X1) aircraft guidance and control systems, (2A4X2) aircraft communication and navigation systems, (2A4X3) aircraft command control and communications and navigation systems, (2A5X1) aerospace maintenance, (2A6X1) aerospace propulsion; except senior master sergeant, (2A6X2) aerospace

ground equipment; except senior master sergeant, (2A6X3) aircrew egress systems, (2A6X4) aircraft fuel systems, (2A6X5) aircraft hydraulic systems, (2A6X6) aircraft electrical and environmental systems, (2A7X1) aircraft metals technology, (2A7X2) nondestructive inspection, (2A7X3) aircraft structural maintenance, (2A7X4) survival equipment, (2E1X1) satellite and wideband communications equipment, (2P0X1) precision measurement equipment laboratory, (2R0X1) maintenance data systems analysis, (2R1X1) maintenance scheduling, (2T2XX) air transportation, (2W0X1) munitions systems, (2W1X1, K2W1X1, Q2W1X1 and X2W1X1) aircraft armament systems, (3C0X1) communications/computers systems operations, (3C0X2) communications/computers systems programmer, (3C1X2) electromagnetic spectrum management, (3C2X1) communications/computer systems control, except senior master sergeant, (3P0X1) security forces, (5R0X1) chaplain service support, except senior and chief master sergeant, (7S0X1) OSI, (7S000) chief enlisted manager office of special investigations, (8S100) sensor operator, (9S100) applied geophysics. ➔

Wing wins three awards

by 2nd Lt. Dawn J. Young

The 349th AMW has won the California Air Force Association's Outstanding Reserve Unit for the Year award for the second consecutive year.

Two wing members also won individual awards. Capt. Marla Sandman, executive officer for the 349th Logistics Group, was named Outstanding Junior Officer of the Year and taking the Outstanding Field Grade Officer of the Year Award was Maj. Efrain Marrero, chief pilot for the 79th Air Refueling Squadron. All the awards received were for 1999.

The awards were presented at the

Annual Awards Banquet May 15 in Sacramento. The banquet is the highlight of the California AFA State Convention.

"Your unit's accomplishments are a fine tribute to their dedication and outstanding efforts on behalf of the United States Air Force," said Arthur Frost, awards chairman for the CAFA.

"Capt. Sandman is an exceptional and dynamic officer," said Col. William F. Rollin, commander of the 349th Logistics Group. "She exemplifies the highest of Air Force standards and is a role model for the core values of the Air Force."

As chief pilot for the 79th ARS,

Marrero is responsible for ensuring that pilots assigned to the squadron are fully qualified and ready to perform at a moment's notice.

"Maj. Marrero is an outstanding professional aviator whose leadership and character are the epitome of the Air Force officer of the future," said Lt. Col. Louis J. Leli, commander, 79th ARS.

"Being named as the CAFA's Air Force Reserve Unit of the Year two years in a row shows the dedication and commitment to excellence the members of the 349th AMW have to the Air Force," said Col. Gerald Black, commander, 349th AMW. ✈

Everybody needs a mentor

by Technical Sgt. Marvin Meek

To be a reservist, you have to learn how to juggle a family, a civilian career and your professional military career.

A mentor is someone who can teach you the juggling act. Just ask Lt. Col. Abigail L. Uptegraff, commander, 349th Equipment Maintenance Squadron.

"Although I have been in the Air Force for 21 years I cannot recall being mentored until I entered the Air Force Reserve," said Uptegraff.

"I joined the reserve in 1989 as an Individual Manpower Augmentee for the Air Logistic Command at McClellan, AFB, Calif.

"In 1990, I began working for Col. Clifford W. Steele and although he worked more than 2,000 miles away from me at Hickam AFB, Hawaii, he was my first and most influential military career mentor," said Uptegraff.

"He had a true open door or open telephone policy. I could always count on him to address my concerns with our unique mission, but what made Steele my mentor more than anything, was that first, I

respected his educational background and intelligence," she said.

"I felt he could teach me something. Second, he had a great deal of Air Force Reserve experience in the area of aircraft maintenance. At the time I was new to the Reserve and I needed help in this area."

"Most of all, he was never stingy about sharing his experience with me, whether it was during work or at the Officers' Club," she said.

[Editor's Note: If anybody has had a mentoring experience, please share it with Public Affairs, and we will publish it in the *Contact*.] ✈

COMMANDER'S CHANGE SEATS

THE MEMBERS OF THE 349TH AMW CONGRATULATE THE FOLLOWING MEMBERS ON THEIR NEW POSITIONS:

LT. COL. KENDALL W. NOBLE - 349TH LOGISTICS GROUP DEPUTY COMMANDER
 LT. COL. ABILGAIL L. UPTGRAFF - 349TH AIRCRAFT GENERATION SQUADRON COMMANDER
 MAJ. GEORGE W. EDWARDS - 349TH EQUIPMENT MAINTENANCE SQUADRON COMMANDER
 MAJ. SANDRA L. YOPE - 82ND AERIAL PORT SQUADRON COMMANDER

RED CROSS HERE TO HELP

"It's a girl!" "Your father's really sick." Whether it's good news or bad, the American Red Cross is there to relay the news, whether you're stationed in Skopje, Macedonia or Sacramento, on land or at sea.

As the call-up for Reservists for Operation Allied Force reminds us, it is important to be prepared should the call come. Childcare, finances, and legal matters are all things to think and talk about with your family. So is how your family can contact you in the event of an emergency.

Fortunately, the Red Cross is there. If your family has your Social Security Number, full name, rank, and military address, the local Red Cross can relay an emergency message anywhere in the world.

Unfortunately, sometimes families do not have all of this information, causing serious delays in message delivery. Make sure in advance that your spouse, parents, brothers, and sisters all have this information.

Red Cross emergency communications have made it possible for members of the Armed Forces to be at the bedside of a critically ill parent, learn of the birth of a child, and, in some cases, make sure that childcare arrangements are running smoothly while both parents are serving away from home. On average, the Red Cross delivers about 4,000 messages a day.

American Red Cross services to members of the military and their families include emergency communication, referrals, and the possibility of emergency financial assistance.

For more information on Red Cross services for members of the military and their families in Alameda, Contra Costa, Marin, San Francisco, San Mateo or Solano counties, call your Red Cross Emergency Services operators at 1-800-660-4272. If you live outside these counties, call your closest Red Cross office.

The Red Cross is not a government agency. Our services are made possible by the generous donation of time, blood, and money by the American public.

SPLIT-DISBURSEMENT PAYMENT OPTION AVAILABLE FOR DoD TRAVELERS

The Department of Defense has introduced a new payment option for its travel cardholders through the deployment of upgraded software. Known as "split-disbursement," this option allows DoD travelers to elect a split-disbursement when submitting their travel settlement. Part of the payment is sent via electronic funds transfer to the travel card contractor, and the rest, forwarded directly to the travelers' designated account.

Used correctly, the split-disbursement option eliminates the cardholders' burden and cost of writing and mailing personal checks for travel payments. In addition, the use of direct deposit speeds the reimbursement process and reduces both administrative costs and account delinquen-

cies.

Travelers wishing to elect the split-disbursement option simply need to determine the amount charged to their travel card during the billing period and specify that amount on the travel voucher (DD 1352-2 dtd Aug 97, Block 1 or earlier releases in block 3c).

For example, if \$300 is charged to the DoD travel card for official business expenses and the split-disbursement option is used, the traveler designates this in block 3c as "SPLIT \$300." In the event that less money is designated than needed to cover charges to the card, the traveler is responsible for paying the difference. Likewise, if more money than necessary is designated, the travelers' card account will be credited to cover future travel expenses.

APPLICATIONS AVAILABLE FOR SENIOR NCO IN RESIDENCE

ROBINS AIR FORCE BASE, Ga. - Headquarters Air Force Reserve Command began taking applications in June for reservists to attend the Air Force Senior NCO Academy in residence at Maxwell AFB, Gunter Annex, Ala., during fiscal year 2000.

A selection board convenes in August for the first three classes. Those classes are 00A - Nov. 1-Dec. 15, 1999; 00B - Jan. 19-March 1, 2000; and 00C - March 16-April 26, 2000.

Another board meets later to determine candidates for the remaining three classes: 00D - May 10-June 21, 2000; 00E - July 13-Aug. 23, 2000; and 00F - Sept. 6-Oct. 18, 2000.

AFRC has 80 class quotas per year for the unit program and 10 for individual mobilization augmentees.

Applicants must be master sergeants or senior master sergeants. They need to submit a completed Air Force Form 4036, Application for Senior Noncommissioned Officer Academy - In Residence; a full-length color photo; and a personnel RIP (report individual personnel). More information is available on Air Force Reserve Command's restricted Web site under HQ AFRC Directorates - Personnel - DPT.

Unit reservists and full-time Active Guard and Reserve members must apply through their servicing military personnel flight. IMAs should contact their program manager. (AFRC News Service)

AIR FORCE ACTIVATES STOP-LOSS HOTLINE

RANDOLPH AIR FORCE BASE, Texas (AFPN)- The Air Force Personnel Call Center has begun 24-hour operations to help answer questions concerning Stop-Loss.

If you have any questions, please contact the call center at (800) 558-1404, DSN 665-2949 or commercial (210) 565-2949.

For more information on this subject, try the Air Force Link, <http://www.af.mil>. (AFRC News Service).

RESERVE OFFERS HIGH-YEAR-OF-TENURE EXTENSIONS

ROBINS AIR FORCE BASE, Ga. - Reservists with a high-year-of-tenure date between Oct. 1, 1999, and Dec. 31, 2000, may request a two-year extension of their enlistment to stay in Air Force Reserve Command.

Reserve officials said this temporary exception to policy is designed to help the command meet its mission and end-strength objectives.

Only unit reservists and individual mobilization augmentees in the Selected Reserve are eligible for the program. They may not enter an extension beyond age 60. Previous extensions of HYT dates combined with extensions under this program may not exceed three years.

Reservists with an HYT date between Oct. 1, 1999, and Dec. 31, 2000, have until Aug. 31 to submit a request for an extension under this temporary program.

Air reserve technicians who retire from Civil Service during the HYT extension will have their extension terminated when they leave their civilian position.

FAMILIES OF MOBILIZED RESERVISTS ELIGIBLE FOR TRICARE

WASHINGTON - Reservists called to active duty under the Presidential Selected Reserve Call-up are eligible for health care benefits under TRICARE just as active-duty service members. Their families are also eligible for TRICARE if the military sponsor's orders are for more than 30 consecutive days of active duty or for an indefinite period.

They become eligible to receive health care services at uniformed services medical treatment facilities and from authorized civilian health care providers on the effective date of the orders. Families receive health care benefits under TRICARE Standard or TRICARE Extra. TRICARE Standard is the former Civilian Health and Medical Program of the Uniformed Services with a new name, and the benefits are the same as they were for CHAMPUS.

Reservists need to make sure that information about themselves and their families is current and accurate in the Defense Enrollment Eligibility Reporting System database. Incorrect DEERS information can result in delayed claims processing, problems with the use of retail pharmacies and the National Mail Order Pharmacy benefit, and other difficulties. For more information about enrollment, contact the DEERS Telephone Center toll-free from 6 a.m. to 5 p.m., Pacific Time, at 1-800-334-4162 (California only), 1-800-527-5602 (Alaska and Hawaii only), or 1-800-538-9552 (all other states).

Reservists can learn more about their benefits from the TRICARE Standard Handbook, which is available at uniformed services hospitals or clinics, or TRICARE service centers. People can also obtain the handbook by writing to the TRICARE Management Activity, 16401 E. Centretch Parkway, Aurora, CO 80011-9043. Other

sources of information are the TRICARE Web site: www.tricare.osd.mil and Reserve Affairs Web site: www.raweb.osd.mil.

PRESIDENT TO NOMINATE PETERS AS SECRETARY OF THE AIR FORCE

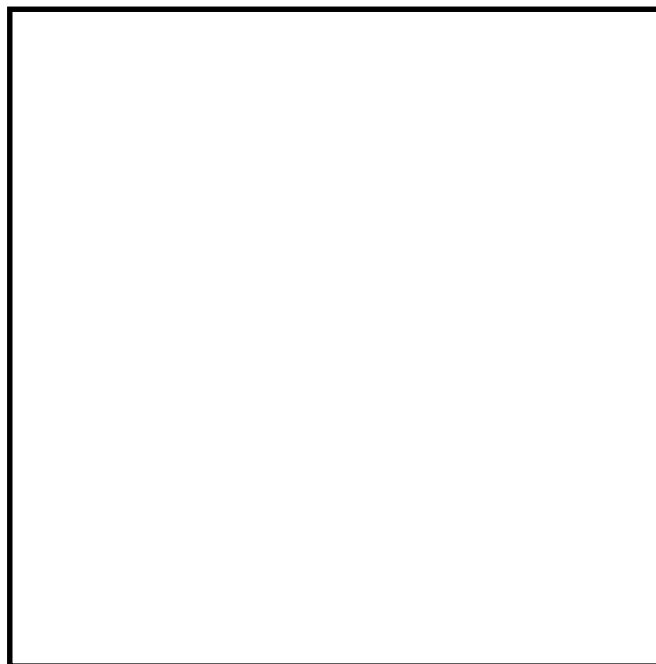
COLORADO SPRINGS, Colo.

(AFP) — President Clinton announced June 2 his intent to nominate Whit Peters to be secretary of the Air Force. He was appointed as under secretary of the Air Force in November 1997.

Prior to his confirmation, Peters was the principal general counsel for the Department of Defense, and deputy general counsel (legal counsel).

A 1968 graduate of Harvard, he served as a Navy line officer from 1969 to 1972. In 1976, he graduated from Harvard Law School, where he was president of the Harvard Law Review. He then clerked for Judge Skelly Wright on the U.S. Court of Appeals for the D.C. Circuit and Justice William Brennan on the U.S. Supreme Court.

The secretary of the Air Force is the senior civilian in the organization, and as such, is responsible for all matters of Air Force manpower, personnel, reserve affairs, installations, environmental issues, weapons systems and equipment acquisition, communications, and financial management for the 380,000 active duty and 115,000 civilian Air Force personnel.



Master Sgt. Christina L. Edwards, 349th AMW Recruiting Office, gives information to a potential new Air Force Reserve recruit during the 42nd annual Fiesta Days held May 24 - May 31. Fiesta Days is a weeklong festival celebrating Vacaville's western and Hispanic heritage. (Photo by Staff Sgt. Patti Holloway)

PEP PROMOTIONS

EFFECTIVE MAY 1

SENIOR MASTER SERGEANT

Denise M. Bencivengo, 349th LSS

MASTER SERGEANT

Lawrence T. Cantrell, 312th AS

Larry B. Carnell, 55th APS

David W. Delemos, 349th CE

William M. Faanes, 349th CE

Brent A. Keane, 349th CRS

Jeffrey W. Parten, 349th CS

Douglas Seifter, 312th AS

David J. Taillon, 349th LSS

Richard L. Van Dine, 349th CRS

STAFF SERGEANT

Jacqueline A. Aquino, 349th MAS

Mark A. Brown, 349th SFS

Deana A. Collins, 349th ASTS

Ramona L. Crawford, 349th MG

Cubacha Felipe, 349th ASTS

Quirino Garza, Jr., 349th CE

Christopher Gillespie, 349th SFS

Richard W. Keats, 349th EMS

Jeffery T. Mills, 349th SFS

Anthony D. Pitts, 349th AGS

Felisa F. Richardet, 349th AES

Tauri J. Schow, 349th AES

Willie R. Wideman, 749th AGS

SENIOR AIRMAN

Clinton L. Bailey, 349th AES

Matthew D. Caspar, 349th ASTS

Andrew S. Chun, 55th APS

David E. Conley, 312th AS

Hanz Cruz, 349th MDS

Ryan R. Gonzales, 349th SFS

Christopher A. Koch, 82nd APS

Jerome P. Latona, 45 APS

Mario A. Lopez, 349th LSS

Lee C. Pittson, 749th AGS

Chanda M. Shipp, 349th MAS

Christian W. Sprouse, 349th EMS

Liwiwa T. Talingdan, 301st AS

Charles H. Tumbaga, 55th APS

TECHNICAL SERGEANT

Donna M. Broussard, 349th AES

Teresa L. Collins, 749th AGS

Paula M. Creamer, 349th CH

Ray L. Davis, 45th APS

Lee E. Davison, 349th AGS

Oswaldo V. Guinto, 82nd APS

Terry L. Luzader, 349th AMW

Robert S. Mason, 349th CE

Thomas R. McWhorter, 749th AGS

James S. Mekler, 349th SFS

Constance A. Miller, 349th AES

Jess C. Panoringan, 45th APS

Carole M. Robertson, 349th ASTS

Ronald Santos, 349th AMW

Alexander Salogub, 301st AS

Linwood Staples, 349th CRS

Archer P. Tolentino, 349th CH

AIRMAN FIRST CLASS

Samuel X. Fang, 349th CE

Efrain H. Reyes, 349th CRS

Enrique L. Robinson, 349th MDS

Sima Sohrabi, 349th MAS

AIRMAN

Hiep P. Tran, 55th APS

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 MASTER SGT. PETER V. BRIGGS,
 OPERATIONS RESOURCE MANAGER
 (ART), 312TH AIRLIFT SQUADRON

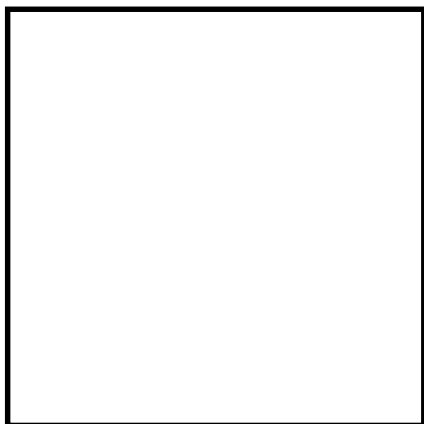


photo by Staff Sgt. Shayne Sewell .